

OVER 1,200 U. S. CITIES EXPECT HUGE FLOW OF CAR TRAVELERS TO INVAD E COUNTRY

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Many Cities Provide Camping Facilities for Big Auto Army.

TO ISSUE BOOKLET Greatest Number of Sites Found in Mississippi Valley.

WATERLOO, Iowa, May 6.—Auto-mobile tourists are given a warm welcome in more than 1,200 cities and towns in the United States, according to information collected by the United States Touring Information Bureau which has just completed a survey of camping facilities. In all of these towns, camping grounds are provided and in the vast majority of instances

they are open to tourists without charge.

The survey discloses the greatest number of camping grounds to be in the Mississippi Valley and in that section of the country west to the Pacific Coast. There are, however, many grounds south and east and every State in the Union boasts of several. Illinois, according to listings made with the bureau, has more than 10 grounds. Kansas, Texas, Wisconsin and California have between 75 and 100 camping grounds listed, while other States range from 75 down to 5.

It is also noted by the survey that in most instances the grounds are arranged with every thought given to the comfort and convenience of the tourists. Police protection, electric lights, toilets, cooking facilities and permanent shelter are very frequent. In some cities permits are required, principally in the eastern States. Touring Information Bureau will issue a camping ground directory which it is believed will find a long felt need of the annual army of tourists. The directory will be off the press about May 15 and will list more than 1,200 grounds. Hundreds of camping grounds have been listed and may be taken as a fair indication of what the tourist will find in every section of the country.

OLD 'DOBBIN' MAY PROVE HIS WORTH ON THIS JOURNEY

Horse to Carry Man Over 1,200 Miles in Forty Days.

WATERLOO, Iowa, May 6.—The days of old Dobbin as a means of transportation may be numbered but they are not past by any means, and he is now traveling in style with automobile road maps and guides to point out the way. Recently four families left Waterloo to journey to a point in Southern Missouri via the covered wagon route. They fitted up wagons somewhat on the order of the old time prairie schooners, and before leaving secured up-to-date road information, camping ground location, road maps and tourist guides from the United States Touring Information Bureau of this city.

A few days later a man entered the office of the bureau and requested maps to point the way to Jersey City, New Jersey. The manager of the bureau told him of a camping ground directory which is soon to be issued and the man said, somewhat wistfully, "Do you think I could get to camp in some of those places?"

"And why not?" queried the manager in surprise.

"Well you see I ain't got a car. Me and the woman are going to make the trip with a horse and covered wagon."

He asserted he wanted the best road maps and guides obtainable. He has a 1200 mile jaunt ahead of him and according to his own estimate of his speed's speed it will take forty days to make the trip.

U S 'PEP' IS CAUSE OF BERLIN'S JAMS

Street Accidents Increase 600 Per Cent Since 1913 Says Report.

The fact that street accidents in Berlin have increased 600 per cent since 1913 has led to the suggestion that one of the causes may be the apparent effort to put American "pep" into the city's everyday life. One newspaper writer asserts Berliners have become too busy to greet friends in passing; that the spirit of haste is disturbing the general routine; and that the citizens on the whole are growing nervous. He deprecates "the attempt to make Berlin street life look like forty-second street and Broadway."

Official reports say most of the accidents are due to speeding automobiles and careless pedestrians, "who step off the sidewalks and walk the streets in every direction without once looking to see if they are in the way of vehicular traffic." There is no ordinance regulating pedestrian traffic. Even at the more crowded intersections the people cross the streets at will, taking their chances with the automobiles, street cars, omnibuses, trucks and horse cabs. There are no traffic policemen in the Teuton metropolis, but it has been decided to establish such a force. In the meantime the "security police" are doing this duty.

'THEY SHALL NOT PASS,' SLOGAN ADOPTED BY MOTOR CAR FIRM

President Jacoby Relates to Local Dealer the Origin of World Famous Phrase.

President W. L. Jacoby of Mitchell Motors Company, Inc., Racine, Wis., has written the slogan, "They shall not pass," on the company's shop sign. "They shall not pass," in the following letter to H. M. Neumeier, Jr., of the Neumeier Motor Company, distributors for Mitchell cars in this city:

"It gives me pleasure to answer your request for the reason why all our men wear buttons which bear the inscription 'They shall not pass.' In the course of my talk to 700 or 800 employees several months ago in an effort to impress upon them the necessity and desirability for accuracy in workmanship, in the assembly of the new Mitchell car then to be submitted to the public, I stated that the governing thought must be that all parts must be of proper material; that all such parts must be made accurately to drawings, and that inspectors must have in them the spirit to declare that defective parts shall not pass."

CLAIM BIG DEMAND FOR THEIR MOTORS

Second Solid Trainload of Cars Is Shipped to Cincinnati.

LANSING, Mich., May 6.—A record among Durant dealers and distributors has just been established by the Herschede Motor Car Company of Cincinnati, Ohio, in the shipment of a solid trainload of automobiles now on its way to Cincinnati from the Lansing plant—the second solid trainload of Durant cars to be shipped to the Herschede Company within thirty days.

A. T. Herschede, president of the Cincinnati company, accompanies the train from Lansing to Cincinnati to make certain that there shall be no delay en route. More than a score of trainload shipments have left the Durant plants, in addition to many large driveways and carload shipments, to meet the demands of the Durant dealer organization, but this is the first instance where a single distributor in so short an intervening interval.

A wire received at the local plant of Durant Motors today, from the Carter Motor Company at Denver, Colorado, requests the immediate shipment of a trainload of 125 Durant four-cylinder cars. Arrangements are now being made at the plant to meet this request. The trainload shipments from the local Durant plant this week will also include one for the H. D. Shawkey Motor Company at Pittsburgh, Pa., and which will consist of 150 four-cylinder cars. Mr. Shawkey, manager of the Pittsburgh plant, announced that he proposed to remain at the plant until he saw his trainload shipped.

AUTO SAVES FOUR WORKMEN'S TIME

Contractor Uses Motor Car To Saw Lumber for Houses.

Making a Dodge Brothers business car take the place of four carpenters is a job that would puzzle many an engineer or efficiency expert. It has been accomplished, however, by G. G. Martin, Los Angeles building contractor, who simply hooked up the rear wheel of his car to a lumber sawing attachment. And unlike the four men replaced, the contrivance is totally indifferent to the little problems sometimes involved in union cards and the eight-hour day.

Mr. Martin took out the right rear axle of his car, pulled the left rear axle out about four inches, ran a short shaft entirely through the differential and attached a split pulley to the shaft. He then jacked up one wheel and the sawing machine was ready for operation. The car is run at a speed equivalent to seventeen miles an hour and averages about thirty miles of sawing, so to speak, to the gallon of gasoline.

Recently when the Dodge Brothers' car was put to the test it saved all the lumber required in the erection of a seven-room bungalow in one hour and forty minutes, using less than a gallon of gasoline. Besides the saving in labor a great deal of time was gained in construction.

According to Mr. Martin, who has driven Dodge Brothers cars for seven years and is thoroughly familiar with them, his attachment does not impair the car's efficiency in the slightest degree.

Motor Leaps Up Dry Sand Grade To New Victory

Forty miles the healthier side of the Mexican border, in Las Cruces, New Mexico, the steep slope of Bascom Hill blisters under a desert sun. The approach to this gradient is marked by a hair-pin turn well laden with deep burning sand. No motorist can possibly gain a flying take-off to start the ascent, it is claimed. "Bascom Hill is not only a difficult pull for any car because of its 22 per cent grade," says an expert, "but the condition of the road places an added obstacle in the path of the driver. The slope is known around Las Cruces as one of the most difficult tests a car can face. In fact no four cylinder car had ever accomplished the ascent in high gear until a few weeks ago. At that time the owner of a good Maxwell touring car decided to make the attempt. With three passengers he started out and experienced no difficulty in climbing Bascom Hill in high gear. His achievement set a record for all four-cylinder cars.

This climb is but one of the many reported by owners since the new series of the good Maxwell was offered to the public. The amazing power of the Maxwell motor has led owners to believe that no hill is unconquerable."

PIKERS MAY TOUR TO CANADA AFTER LAKE MOTOR TRIP

Association Considers Traveling Over King's Highway During '23.

Although the plans for its 1922 good roads tour "Around Lake Michigan," July 7-20, were only recently announced, the Michigan Pike Association has already been imprompted to consider another international tour, into Canada, for 1923. Dr. P. E. Doolittle, of Toronto, president of the Canadian Good Roads Association and honorary vice president of the Michigan Pike Association, has made the suggestion of a third tour into Canada.

Dr. Doolittle is anxious to have the Michigan "Pikers" conduct the same portion of their 1923 tour over the "King's Highway," which is being promoted from Halifax to Vancouver. A portion of this highway, due to the topography of the north shore of Lake Superior is in the United States, from Sault Ste. Marie, Mich., to Grand Marais, Minn., via the Upper Peninsula's longest road, M-12, from the "Soo" to Ironwood and then across Wisconsin, to Duluth, skirting the south shore of Lake Superior, then northeastward to Fort William and Port Arthur.

If the M. P. A. executives decide to accept the suggestion the "Pikers" will tour north from Detroit and cross the international boundary into Canada, at the "Soo." Then the route lies eastward over the 1920 route of the "Pikers" to North Bay, Ontario, and then southeastward to Ottawa. Between North Bay and the Canadian capital, is fifty-five miles of road which the Dominion Government will improve this year to permit the tourists' passage next summer. This leg of the route follows the Ottawa River, the water trail used by Champlain when he discovered the Great Lakes. From Ottawa the tourists would travel west to Peterboro, Toronto and Windsor.

The "King's Highway" link of the tour would be the stretch from a point north of St. Ignace, Mich., across the border and east to Ottawa. The total mileage would be around 1,600 and the tour could be made in two weeks. Definite action will be taken at the next meeting of the M. P. A. officers and directors, according to President Capt. W. S. Gilbreath.

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